

WELCOME TO THE LOWER SOUTH SLOW STREETS VIRTUAL WORKSHOP

The presentation will begin in a few minutes.



Your microphone is turned off.



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We will give you time to ask
questions aloud.

Lower South Street Area

Neighborhood Slow Streets

March 31, 2021



HI!



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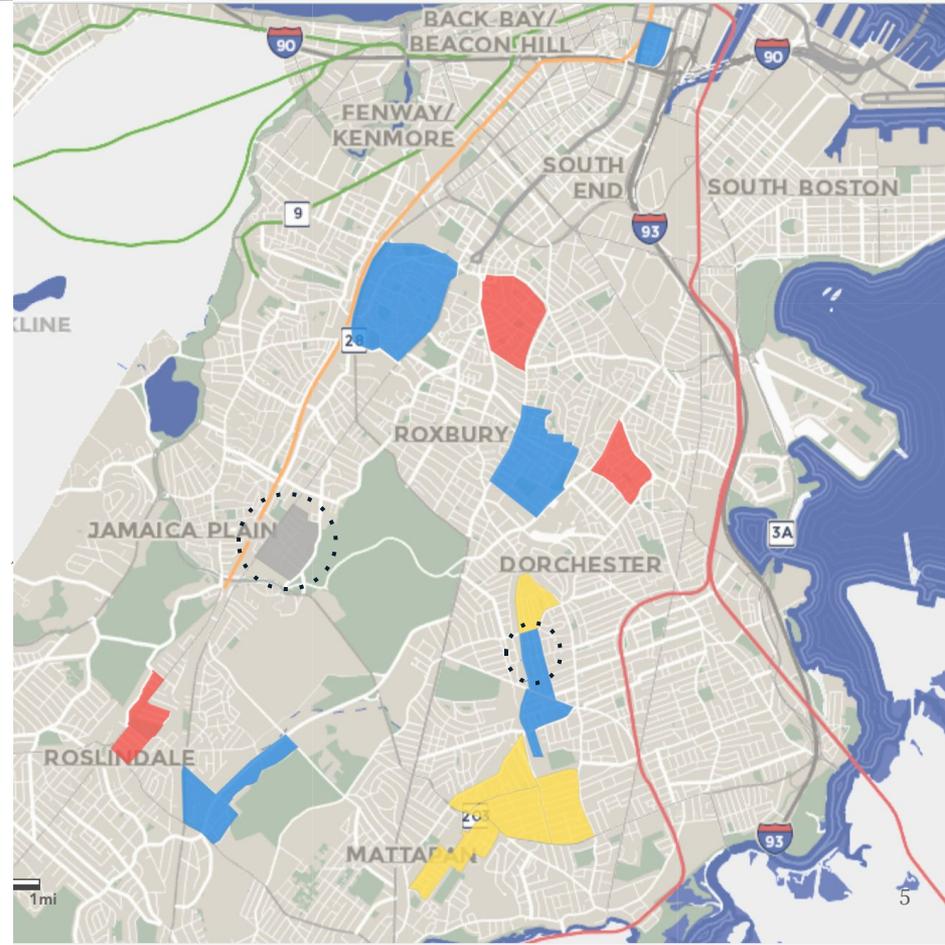
WHAT IS NEIGHBORHOOD SLOW STREETS?

- ▶ Connected network of small, residential streets
- ▶ Built design changes to improve safety and slow speeds
- ▶ Posted speed limit of 20 MPH



NEIGHBORHOOD SLOW STREETS ZONES

- ▶ We work in the areas with the highest need
- ▶ Fifteen zones to date:
 - Two zones have been constructed
 - Nine zones are ready for construction
 - Three new zones this year (red)



PRIORITIZING PLACES WITH THE HIGHEST NEED

New zones are prioritized to serve our most vulnerable people, in our important community places, where crashes have happened.

ZONES WERE SCORED ON A SCALE OF 0 POINTS (LESS NEED) TO 100 POINTS (MOST NEED):

UP TO 60 POINTS				UP TO 35 POINTS		UP TO 15 POINTS						
ELDERS % of population are over 65 years old (Census data)	+	YOUTH % of households with youth under 18 years old (Census data)	+	DISABILITY % of households with a person with a disability (Census data)	+	COMMUNITY PLACES Public schools, community centers, libraries, and parks within or on the border of the zone	+	CRASHES ON MINOR STREETS Crashes per mile on the smaller, neighborhood streets (EMS data)	+	CRASHES ON MAJOR STREETS Crashes at intersection of major streets and smaller, neighborhood streets (EMS data)	+	CONNECTIONS Nearby transit stops and stations as well as walking and biking networks identified in Go Boston 2030 and other neighborhood plans

HOW WE APPROACH DESIGN

Engage
residents in
prioritizing **key**
focus areas

Prioritize people
walking and
biking, older
adults, youth,
and people with
disabilities

Reduce crashes
that lead to
serious **injury**
or **fatality**

HOW WE HEARD FROM YOU:

BY MAIL

- ▶ letter and survey question mailed in late August

INTERACTIVE SURVEY

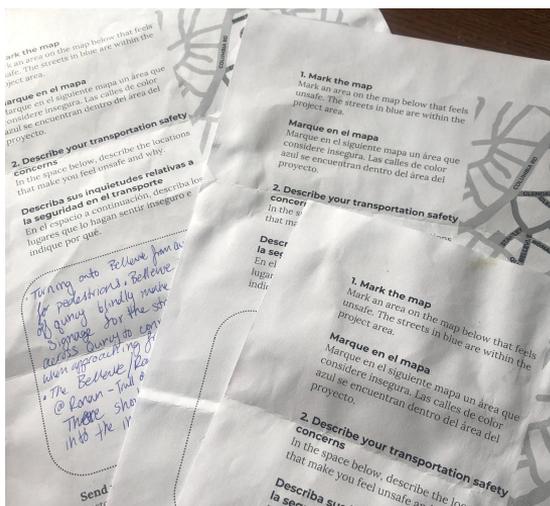
- ▶ open through December, published in English, Spanish, and Haitian Creole

OUTDOOR WORKSHOP

- ▶ September 12, 2020 at Healy Field

HOW WE GOT HERE

YOUR COMMENTS



OUR OBSERVATIONS

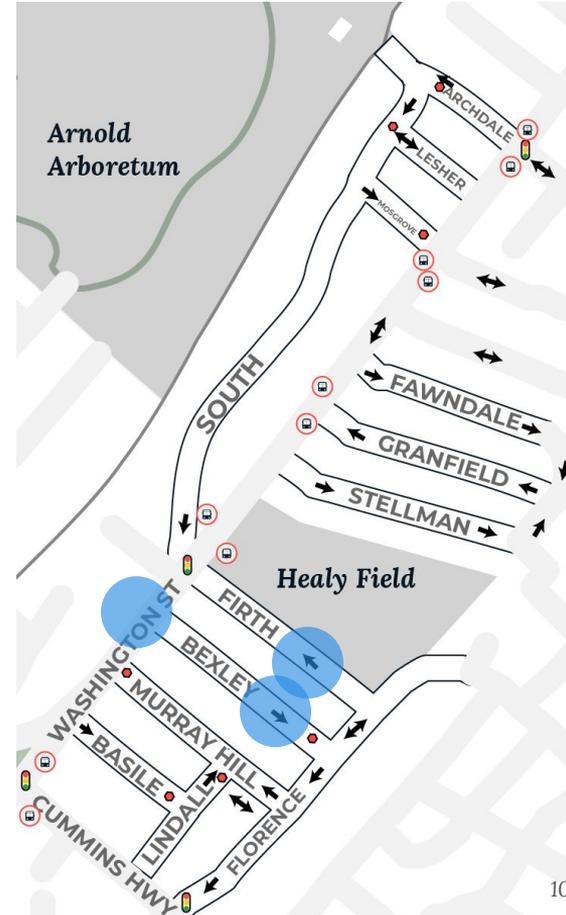


CONCEPT DESIGN

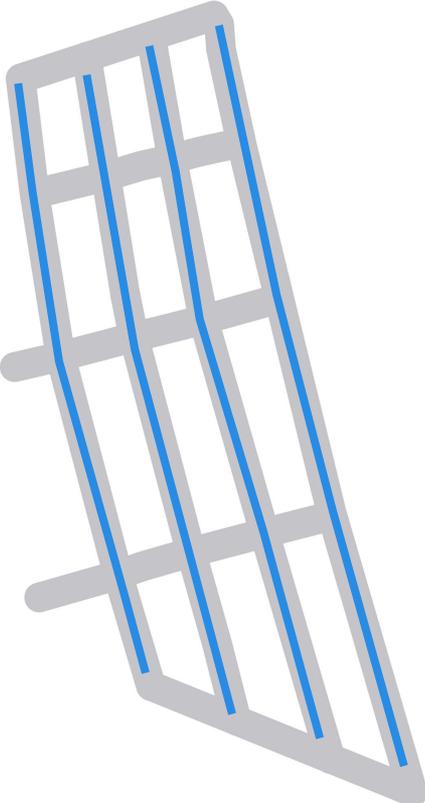


UPDATE ON STREET DIRECTION CHANGES

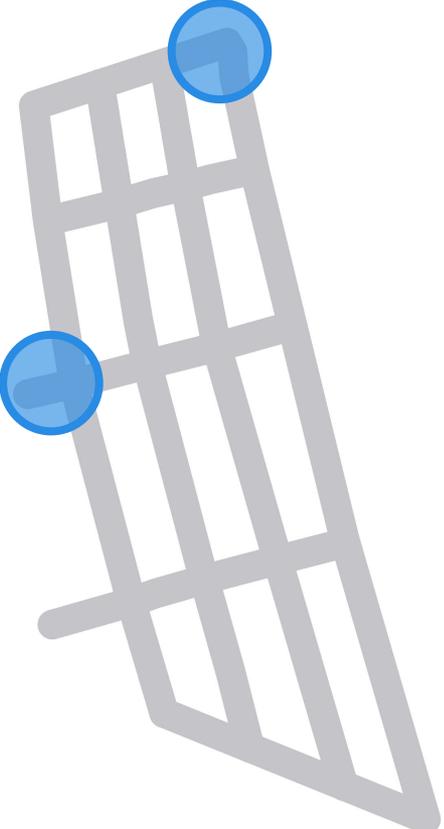
- ▶ Street directions can be reversed on Firth Road and Bexley Road
- ▶ Potential new crosswalk across Washington Street at Bexley Road



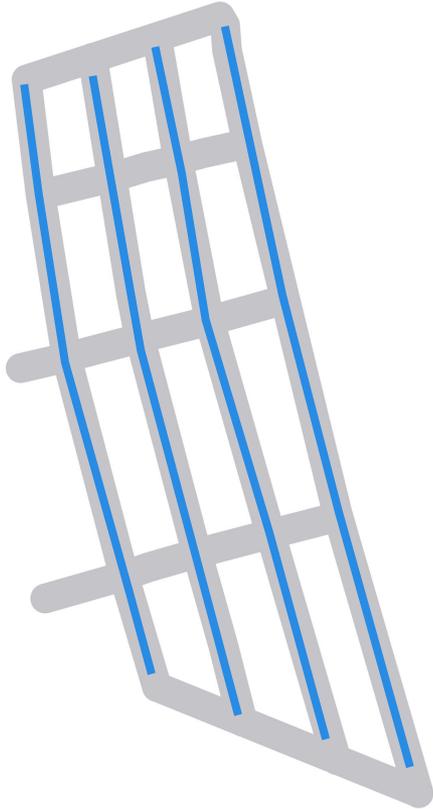
GENERAL CONCERNS



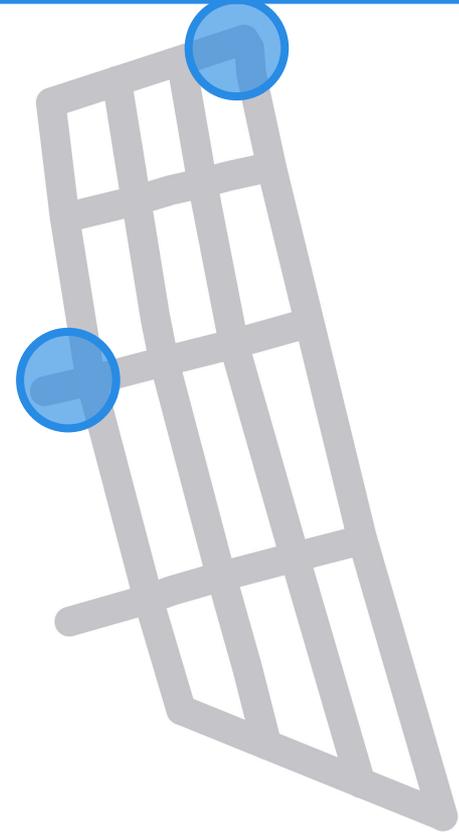
FOCUS AREAS



GENERAL CONCERNS



FOCUS AREAS



CURB EXTENSIONS

Curb extensions create a shorter crossing. The sidewalk is extended into the street approximately 6 feet.



CROSSING ISLANDS

Crossing islands provide a place for people to pause when crossing multiple lanes.



RAISED CROSSWALKS

Raised crosswalks are at the same level as the sidewalk. They slow drivers and make it easier to see people crossing.



An aerial photograph of a residential street intersection. The street, South Street, runs from the bottom towards the top of the frame. In the background, a road curves into a stone-arched tunnel. To the right of the tunnel, a large blue house with white trim and a red door is visible. To the left, there are several parked cars, including a silver SUV, a black SUV, and a white sedan. A white car is also parked in a fenced-in area in the foreground. A red and white yield sign stands at the intersection. The text 'FOCUS AREA 1: SOUTH STREET AT ARCHDALE RD' is overlaid in large white letters across the center of the image.

FOCUS AREA 1: SOUTH STREET AT ARCHDALE RD

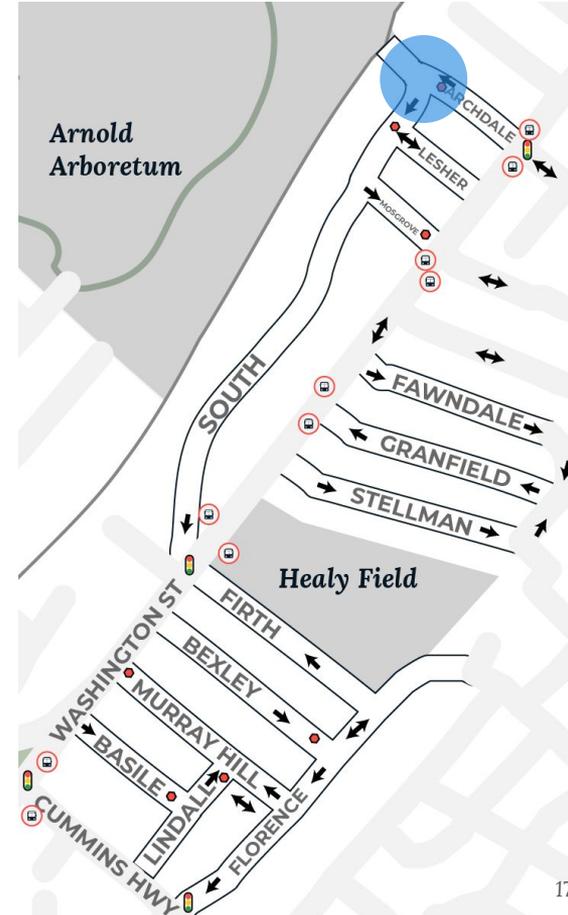
SOUTH STREET AT ARCHDALE ROAD

Your concerns:

- ▶ Poor visibility
- ▶ Crossing does not feel safe
- ▶ Cars come fast, and don't stop for people crossing

What we noted:

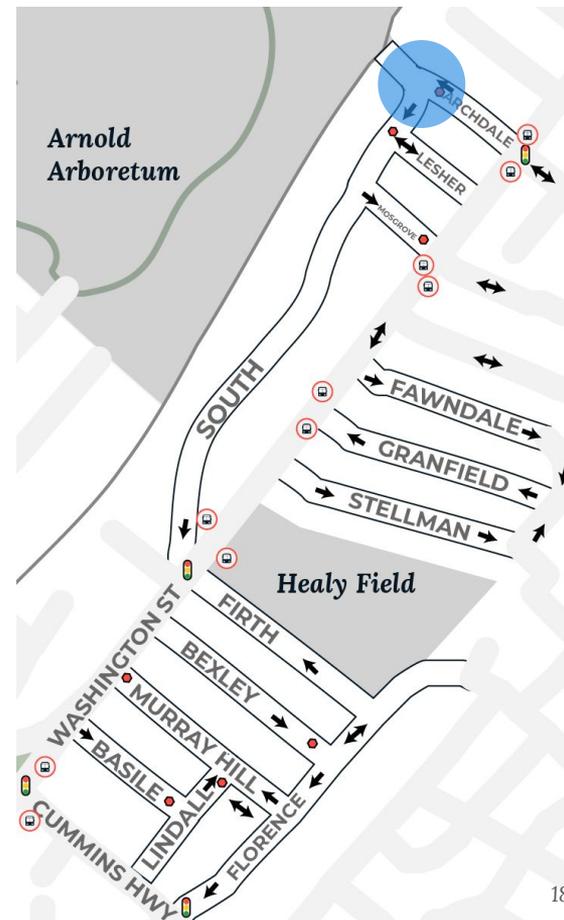
- ▶ Measured inadequate sight distances
- ▶ No accessible ramps or clear crossing location
- ▶ Confusing travel patterns due to geometry of intersection



SOUTH STREET AT ARCHDALE ROAD

Design goals:

- ▶ Slow turn out of Arboretum
- ▶ Add safe crosswalks for people on foot
- ▶ Allow connection from Archdale Road to South Street



CONCEPT DESIGN

- ▶ Splitter island directs traffic



Concept design subject to change with advanced engineering

CONCEPT DESIGN

- ▶ Splitter island directs traffic
- ▶ Curb extension on South Street slows turn



Concept design subject to change with advanced engineering

CONCEPT DESIGN

- ▶ Splitter island directs traffic
- ▶ Curb extension on South Street slows turn
- ▶ New crosswalks with curb extensions



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CONCEPT DESIGN

- ▶ Splitter island directs traffic
- ▶ Curb extension on South Street slows turn
- ▶ New crosswalks with curb extensions
- ▶ Archdale to South turn accommodated



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FOCUS AREA 2: FLORENCE STREET



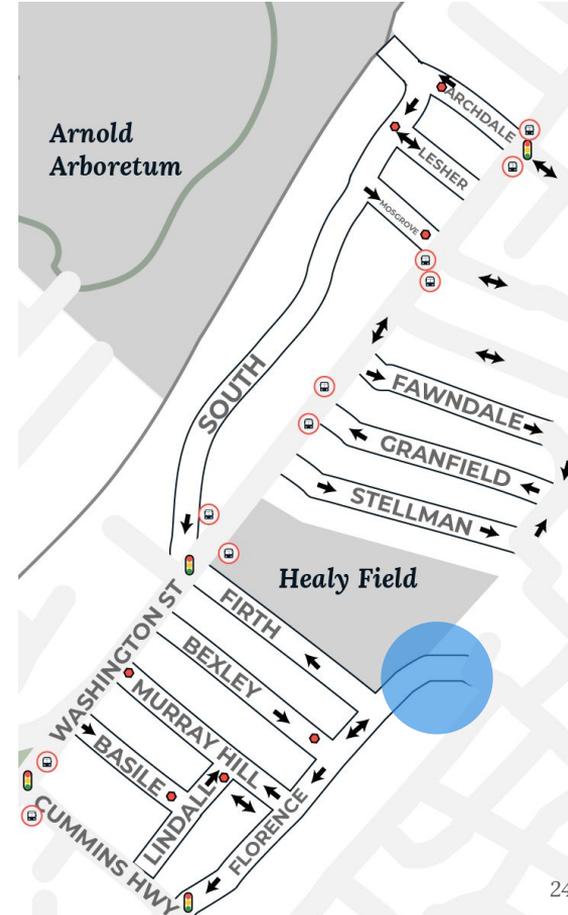
FLORENCE STREET

Your concerns:

- ▶ People drive fast around the bend in the road
- ▶ Drivers don't stop for people crossing the street

What we noted:

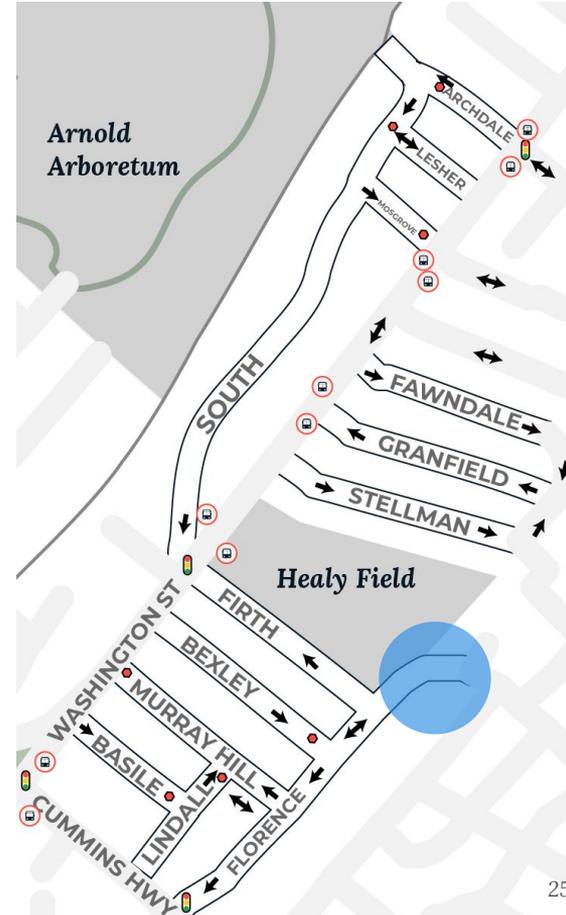
- ▶ Straight section of Florence encourages faster driving between two sharp curves
- ▶ Drivers don't always stay in their lanes around curve; potential for crashes
- ▶ Crosswalk on Florence could be unexpected for drivers



FLORENCE STREET

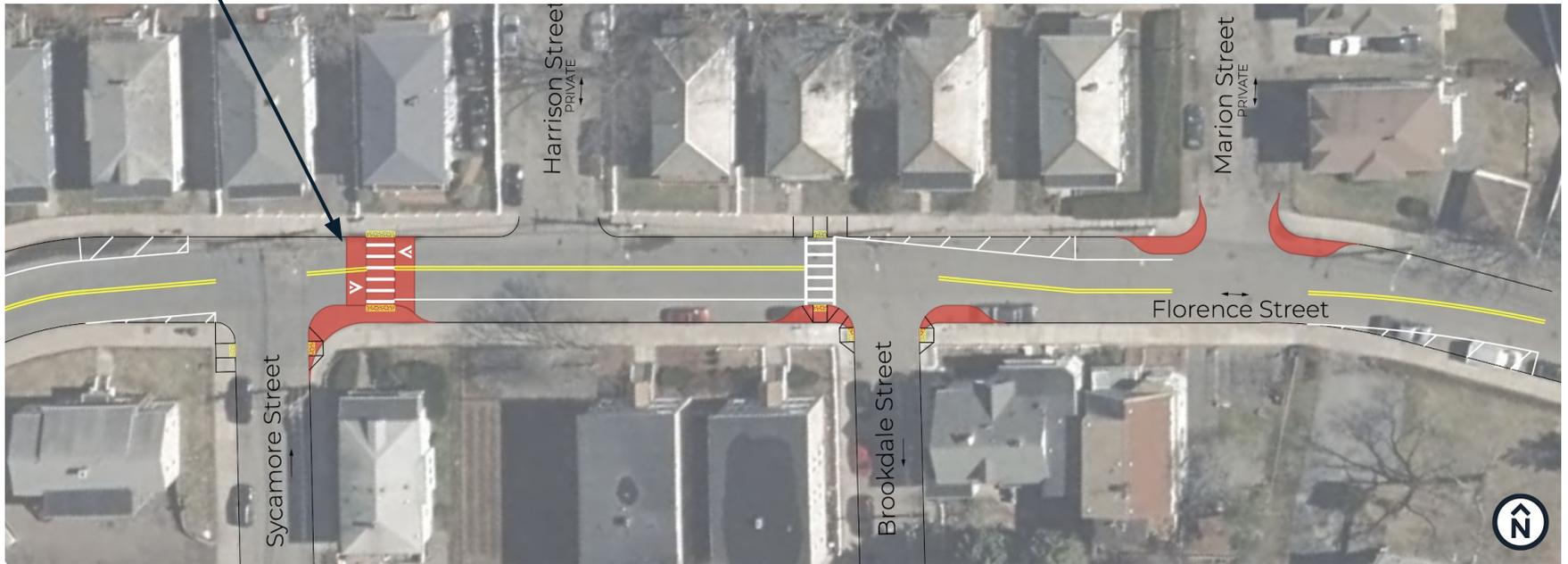
Design goals:

- ▶ Slow drivers approaching and delineate travel through curves
- ▶ Add crosswalks to Florence Street
- ▶ Safer, accessible crosswalks to Healy Field
- ▶ Do not preclude street direction change



CONCEPT DESIGN: OPTION 1

Raised crosswalk to slow drivers ahead of curve

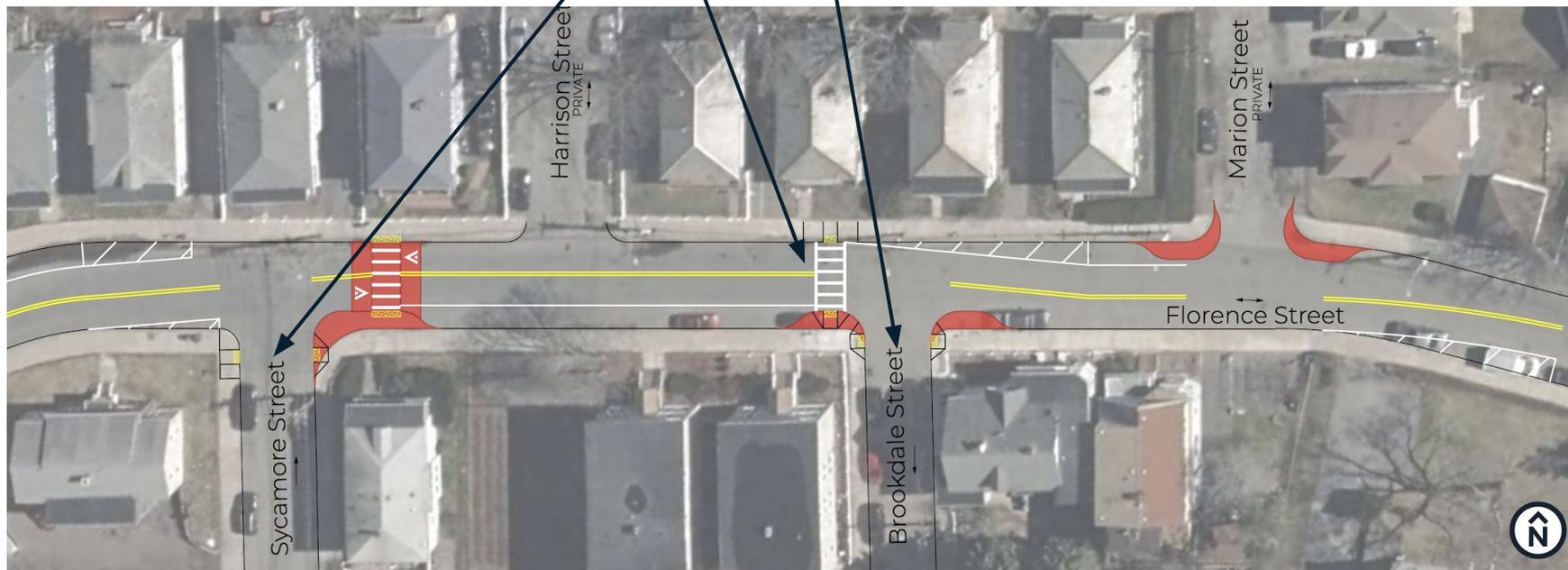


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CONCEPT DESIGN: OPTION 1

Raised crosswalk to slow drivers ahead of curve

New, accessible crosswalks



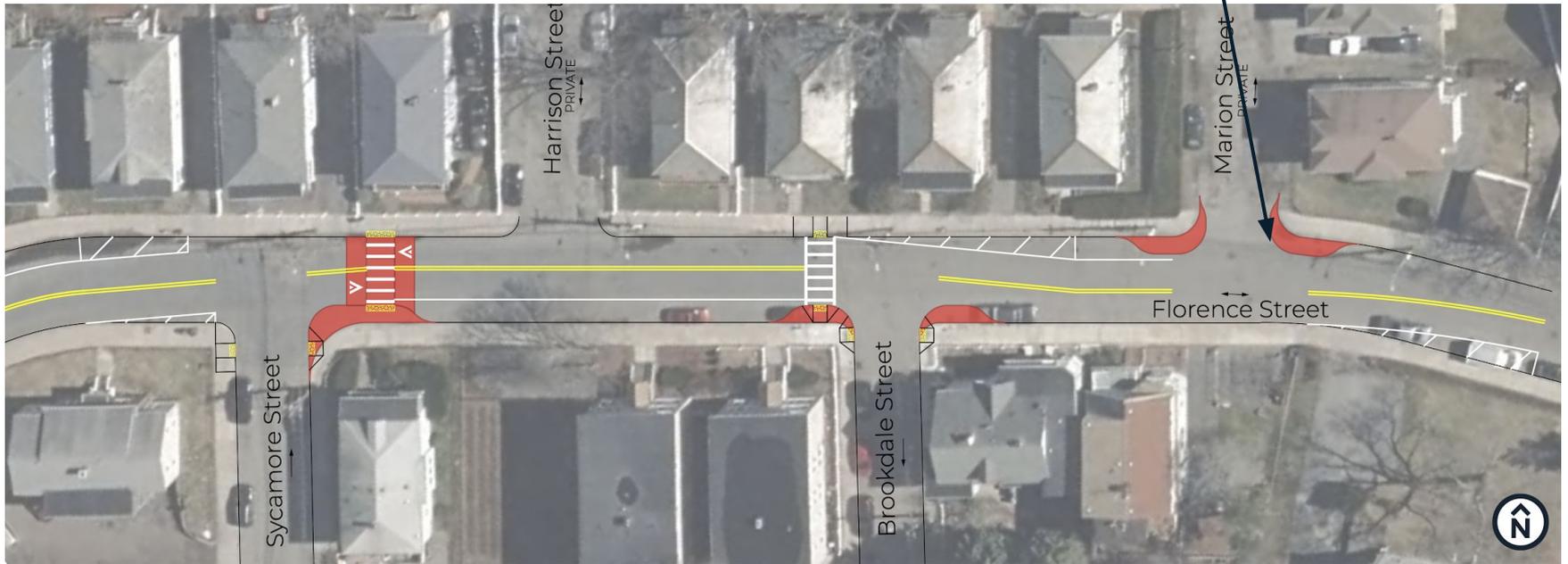
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CONCEPT DESIGN: OPTION 1

Raised crosswalk to slow drivers ahead of curve

Parking alternates to create gradual “s” in street

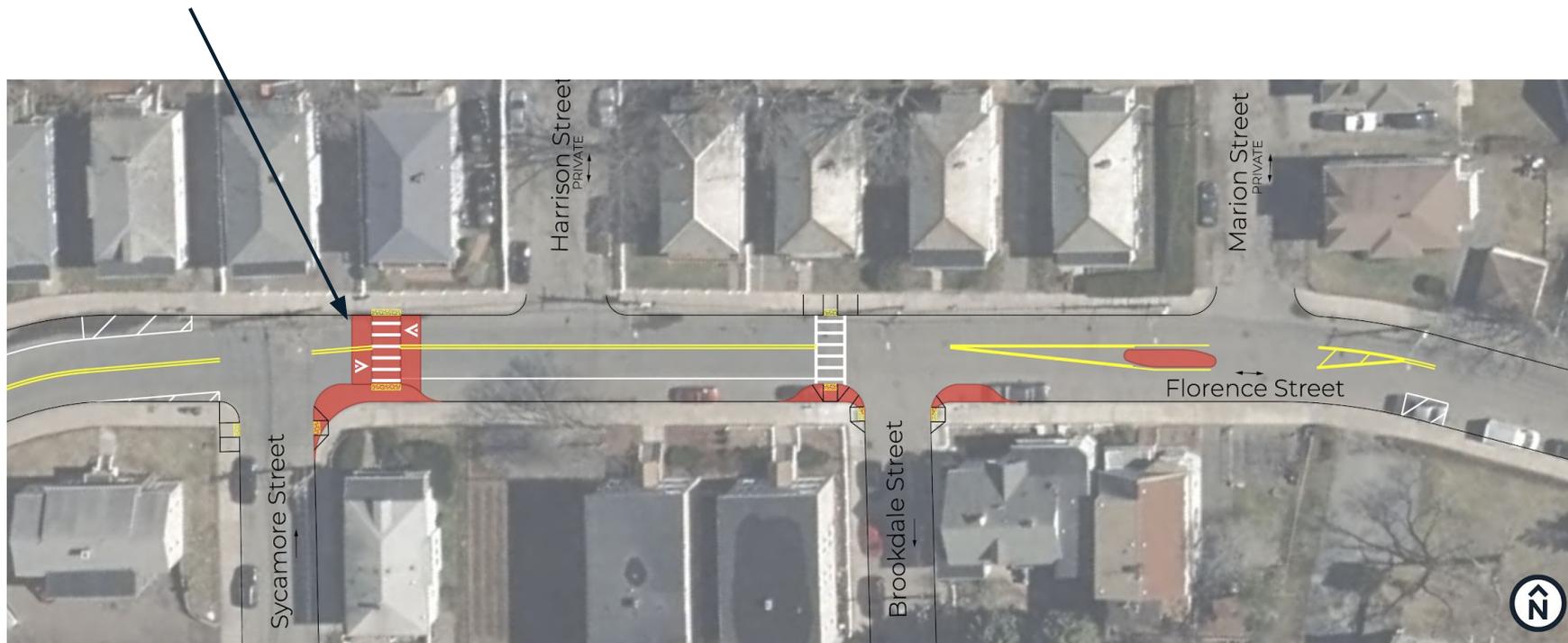
New, accessible crosswalks



Concept design subject to change with advanced engineering

CONCEPT DESIGN: OPTION 2

Raised crosswalk to slow drivers ahead of curve

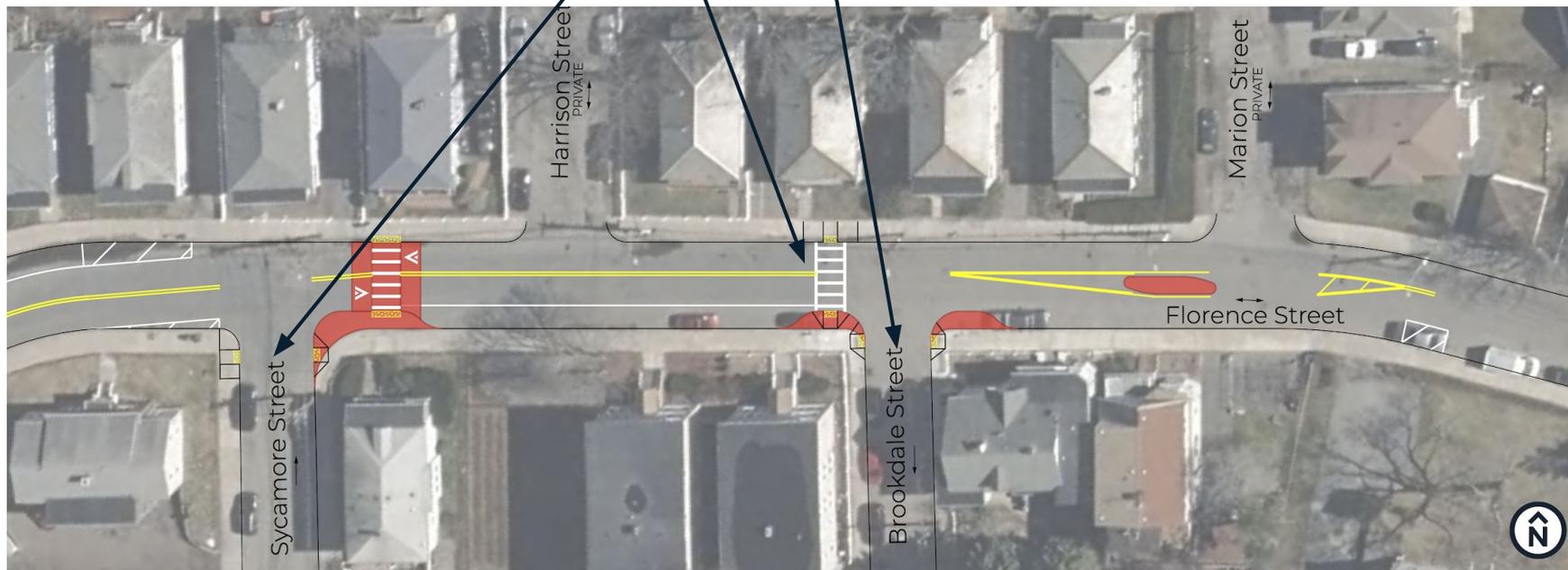


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CONCEPT DESIGN: OPTION 2

Raised crosswalk to slow drivers ahead of curve

New, accessible crosswalks



Concept design subject to change with advanced engineering

CONCEPT DESIGN: OPTION 2

Raised crosswalk to slow drivers ahead of curve

Splitter island forces drivers to slow approaching Brookdale

New, accessible crosswalks

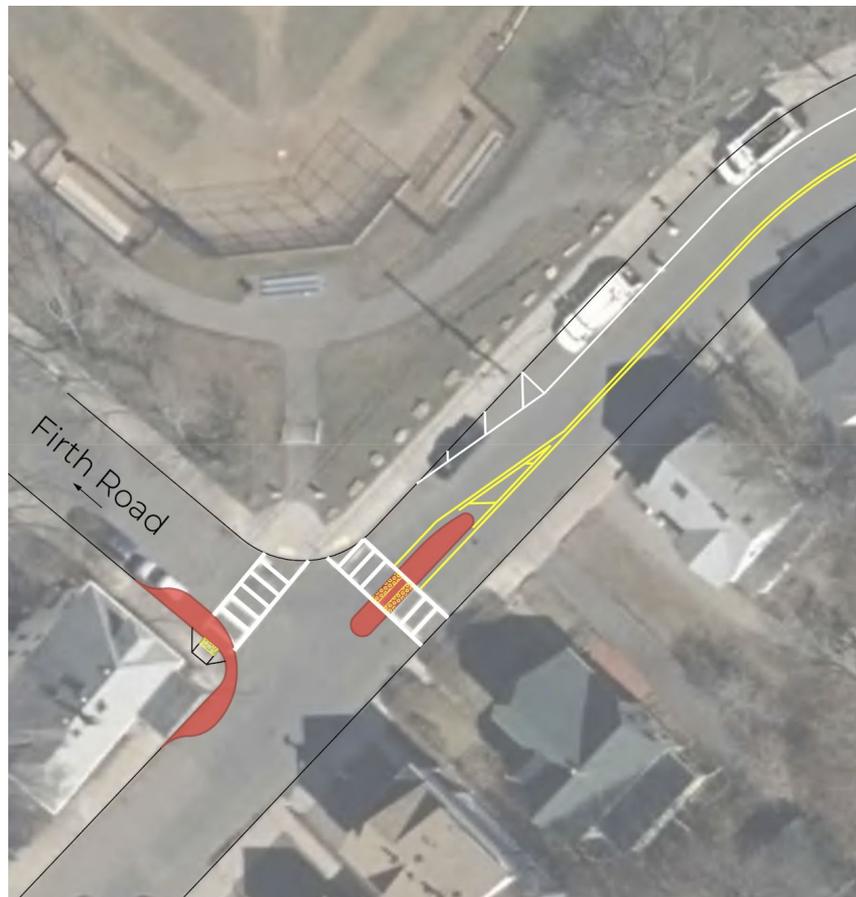


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FLORENCE STREET AT FIRTH STREET

Option 1:

- ▶ Crossing island on Florence Street makes it easy to cross two lanes
- ▶ Curb extension reinforces slower speeds on Florence toward Cummins

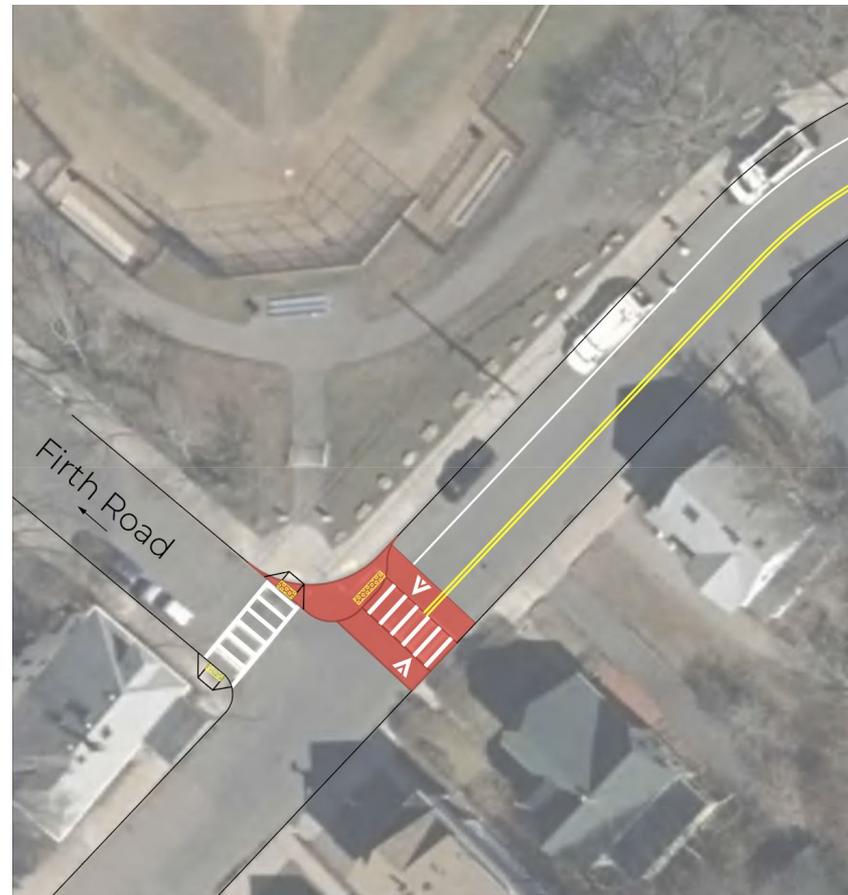


Concept design subject to change with advanced engineering

FLORENCE STREET AT FIRTH STREET

Option 2:

- ▶ Raised crosswalk over Florence Street slows drivers near park entrance
- ▶ Curb extension on parkside improves accessibility for the crosswalk over Firth



CONCEPT PLANNING

Fall/Winter 2021

Gather your safety concerns
Letters, Workshops,
Online Survey

Fieldwork

Early Spring 2021

Produce concept plan for your feedback

ENGINEERED DESIGNS

Investigate concepts through engineering process

Fall 2021

Collaborate with other City agencies and departments through multiple round of design review

Review engineering plans with you
Review any changes & what the final plan will look like

FINALIZING THE PLANS →

Schedule construction

Notify you when construction will begin

2022

STAY IN TOUCH

- ▶ boston.gov/slow-streets/lower-south
 - Sign up for emails
 - Check the latest news
- ▶ hannah.fong@boston.gov
- ▶ 617-635-1347